

AN INSULT TO IRISHMEN.

DISORDER IN THE COMMONS.

MR. SEXTON RESENTS MR. BRODRICK'S WORDS AND IS ORDERED FROM THE HOUSE.

HOME RULERS CHEER HIM FURIOUSLY.

EXCITING SCENES DURING THE DISCUSSION OF AN AMENDMENT TO CLAUSE 9 OF THE HOME RULE BILL REDUCING IRISH REPRESENTATION IN THE IMPERIAL PARLIAMENT TO 48—THE MOTION REJECTED BY 251 TO 219.

London, July 11.—The House of Commons, sitting in Committee, continued this evening the discussion of clause 9 of the Home Rule Bill. This clause concerns the question of Irish representation at Westminster.

Henry Seton-Karr, Conservative member for 66, Helen's, moved that the Irish members of the Imperial Parliament should be elected by the constituencies which would elect the Irish Legislative Council. Under this amendment the Irish members in the House of Commons would number forty-eight instead of eighty, as proposed by the bill.

John Morley, Chief Secretary for Ireland, replied that this proposal was based on no principle of government, was the result merely of a desire to curtail Irish representation in the House, and could not be accepted by the Government.

Sir Richard Temple, Conservative member for the Kingston Division of Surrey, said that even forty-eight Irish members would be too many.

William Brodrick, Conservative member for the Guildford Division of Surrey, agreed with Sir Richard. The Irish, he said, were both impudent and glib, and therein lay two reasons for reducing their representation in the House to a minimum.

Thomas Sexton, Anti-Parnellite member for North Kerry, interrupted Mr. Brodrick to say that such language was grossly impertinent, and ought not to be tolerated in the House. The Unionists shouted, "Withdraw!" and the Irish cheered.

Lord Randolph Churchill suggested that Mr. Sexton withdraw his words, as Mr. Brodrick's were not intended for him personally.

Mr. Mellor, the Chairman, told Mr. Sexton that he was out of order and must withdraw his expressions concerning Mr. Brodrick's speech. Mr. Sexton expressed his willingness to obey the Chairman in every respect, but would first express regret for his language.

Timothy Healy, Anti-Parnellite member for North Louth, said he regarded Mr. Sexton's attitude as justifiable. To call the Irish race impudent and glib was to insult every Irish member who stood by his countrymen.

The Irish cheered, the Unionists shouted their protests, and for two or three minutes the House was in a uproar. The Chairman appealed to the members to support him and close the incident.

Mr. Gladstone spoke a few words in favor of the Chairman's decision, but added that the person striking the first blow ought to make the first overtures for a reconciliation.

Mr. Balfour, leader of the Unionists, said that, acting under his advice, his honorable friend (Mr. Brodrick) refused to apologize. The Chairman turned appealingly to Mr. Sexton, who had been conferring with several of his colleagues on the Irish benches. Mr. Sexton did not respond, as was expected, to the appeal.

"I am willing to do anything consistent with my duty to please the Prime Minister," he said, "but, considering the gravity of the insult offered to my countrymen, I have decided not to make any apology. I submit myself to the judgment of the committee."

Loud Irish cheers greeted this statement. The Chairman hesitated, and finally ordered Mr. Sexton to withdraw. Mr. Sexton backed hulkily.

"Such a course is unprecedented. Why am I not named and my conduct submitted to the House?"

Irish cheers, Unionist shouts and cries of "Divide!" followed this challenge. The Chairman pulled himself together and, with more show of spirit than he has made before, repeated his order that Mr. Sexton withdraw. Mr. Sexton again refused to do so. The Irish cried: "Don't withdraw!" Several of them were on their feet to speak.

The Unionists shouted that Mr. Sexton should be expelled to obey. In the turmoil the Chairman gave his third order that Mr. Sexton withdraw. Mr. Sexton shook doggedly to his seat. The Chairman then explained the standing order concerning the suspension of members disregarding the authority of the Chair. His last words were almost taken from his mouth by Timothy Healy, who exclaimed: "This is a shame! It has never been done before. It is due to Milman."

This reference to Archibald Milman, Clerk Assistant in the House, and the innuendoes inferred that he had been coaching Mr. Mellor as to his duties, caused a general disturbance. The Unionists shouted derisively: "Who is Chairman?" The Irish replied in chorus: "Mr. Mellor is boss." Several Liberals called out: "Let the Chairman alone!" Mr. Mellor sat helpless through the tumult. As the disorder abated he was again hailed by Mr. Sexton, who shouted: "Am I to be the victim of a malicious intrusion of the Chair?"

The inquiry was answered only by a renewal of the uproar, above which could be distinguished cries of "Put him out!" when the Chairman, Mr. Gladstone, appealed to Mr. Sexton to obey the Chairman. Mr. Sexton replied with evident reluctance that he would leave his defense with the Prime Minister. Cheers and counter-cries were given when he made this statement. As Mr. Sexton had gone, Mr. Brodrick withdrew his statement, and the Irish were glibly and impudently and in order was restored.

Mr. Seton-Karr's amendment, which had been lost sight of in the hubbub, was then rejected by a vote of 251 to 219.

Subsequently, on a motion to adjourn, Timothy Healy appealed to Mr. Peel, the Speaker, against Mr. Mellor's treatment of Mr. Sexton. The Speaker, however, supported Mr. Mellor's decision.

ADMIRAL TRYON'S FATAL SIGNALS.

CAPTAINS OF THE FLEET NOT TO BE COURT-MARTIALED—THE ORDER ONCE BEFORE FORGOTTEN.

London, July 11.—"The Globe" says it is authorized to deny the published statement to the effect that all the captains of the British Mediterranean fleet were summoned to be tried by court-martial. According to the story, which appears in "The Graphic," the charge to be made against the captains was that they had not obeyed Admiral Tryon's signals for the fleet formation, in attempting to carry out which the Camperdown ran into and sank the Victoria, the flagship of the squadron. "The Globe" says that the maneuver was just beginning when the Camperdown struck the Victoria. The accident did not have time to turn before the accident happened.

"The Globe" further says that three years ago Admiral Tryon, who was commanding the fleet maneuver, signalled an order for the fleet formation that resulted in the loss of his ship and his own life. Rear-Admiral Richard E. Tracey, who now commands the Malta Dockyard, was in command of the vessel at the head of the port column. He saw the danger and would be involved in carrying out the order, and refused to answer the signal. Admiral Tracey was afterwards promoted to the rank of admiral, and his name was stricken from the list of admirals. Admiral Tracey's refusal to obey the order.

THE CORTES IN A TUMULT.

MEMBERS SHOUT THEMSELVES HOARSE.

AN ATTACK ON THE GOVERNMENT'S REFORM PROGRAMME PROVOKES AN UPROAR—THE MINISTER OF COLONIES DENOUNCED.

Madrid, July 11.—An exciting scene was caused in the Cortes today by Senator Villaverde, formerly Premier Sagasta's secretary. Villaverde violently attacked Senator Maura, Minister of Colonies, and denounced the Home Rule reforms embodied in the Government's colonial programme. He accused Maura of trying to favor the Autonomists and dissolve the constitutional union between Cuba and the mother country. In support of his statements he read paragraphs from Havana and Cienfuegos newspapers, which presented the arguments for the separation of Cuba from Spain and urged the people to facilitate the progress of the Home Rule cause.

In his reply Senator Maura said that the new Council of Administration in Cuba would be composed of representatives of the island, irrespective of political opinion. Senator Bono, formerly Minister of Colonies, interrupted Maura to ask what would happen if the Council should be composed of Separatists. Maura's reply was an appeal to the Separatists to protest against this question.

The uproar provoked by this appeal lasted for fifteen minutes. First the members shouted themselves hoarse for the rest of the sitting. When the House became orderly, Maura explained that the reform programme contained provisions which would render impossible any monopoly of power in the Council by Separatists. The power vested in the Council, he said, would be a guarantee that the Separatists would be checked.

A CRISIS IN BRAZIL.

ALL THE TROOPS HELD UNDER ARMS.

A WARSHIP SENT TO RIO GRANDE DO SUL—TELEGRAPHIC SERVICE RESUMED.

London, July 11.—A dispatch received this evening from Rio Janeiro says:

"The cruiser Republic sailed from this port today for Rio Grande do Sul. The telegraphic service between the disturbed district and other parts of the country has been suspended. The situation in this city is critical. All the troops are kept under arms."

Viscount d'Arinos, Brazilian Minister to Great Britain, said today that he had no information whatever as to the reported troubles in the State of Rio Grande do Sul, except what he had received from the dispatch published in the newspapers here. He added that he had sent a cable dispatch to Rio de Janeiro asking for official information, but as yet had received no reply to his inquiry.

TELEGRAPHIC COMMUNICATIONS FORBIDDEN.

The cable and telegraph companies yesterday declined to receive any messages for Brazil, as the Brazilian Government has forbidden the use of cipher codes and also the transmission of cable messages containing references to Brazilian politics. One cable company, and also the Western Union Telegraph Company, returned several other messages for Brazil which had been received at Rio de Janeiro.

The manager of a cable company in Brazil at Rio de Janeiro, who is believed to be connected with the business, said that he had received several messages from Rio de Janeiro, but that they had not been sent to Rio de Janeiro.

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ROBBERIES THAT DIDN'T PAY.

RANDITS GET NOTHING FOR THEIR TRIMBLE.

ATTACKS ON A ST. LOUIS STREET CAR AND A MISSOURI PACIFIC TRAIN WERE PROFITLESS.

St. Louis, July 11.—Seven men attempted to hold up a Jefferson avenue street car last night, but were frustrated by the driver's bravery. The daring venture was carefully planned. The police charge against the robbers at 11 o'clock, hence there was little fear of interference from that quarter. The car was well filled with men and women returning from the South side races. Suddenly the car came to a full stop, and the passengers inside were aroused to a sense of the situation by the ringing command to the driver: "Hold up your hands or die." Two men had held the driver's hands, one stood alongside the driver's platform, three surrounded the car and the seventh entered the conveyance. The fellow on the driver's side was armed with a short club, and with this he tried to force the coachman from his driver's seat. The robbers were finally routed by the driver and some of the passengers without having secured anything.

Warrensburg, Mo., July 11.—Four men made an attempt to rob Missouri Pacific train No. 4 at Bear Creek, four miles east of this city, at 11 o'clock on Sunday night. They were followed in the attempt by one of the men disclosing the whole plot. James Harris, a drayman of this city, was to climb over the tender and overpower the engineer and fireman, while the other three men, armed with pistols, were to do the other work; but for some reason Harris made a confession to Charles Merriam, a deputy constable. Merriam and Detective Frank Barnett laid plans to capture the robbers, but were unsuccessful in consequence of a blunder made by the detective, who followed the train and went to the scene of the intended robbery.

SUCCESSFUL ARMOR TESTS.

AMERICAN PLATES SHOWN TO BE THE BEST IN THE WORLD.

NO PREMIUMS WERE EARNED FOR THE MAKERS, HOWEVER—THE PROJECTILES SCARCELY BRITISH.

Washington, July 11.—The third of a series of armor plate tests of world-wide interest and importance took place today at the naval proving grounds, twenty miles south of the city, on the Potomac River. The first of these tests was at Annapolis several years ago, when plates from England, France and the United States were in competition; and the second in the fall of 1891, when the merits of the Harvey process were demonstrated. Today the results of the latest tests of American armor plates, made by the American armor plate makers, were shown to the public.

Among those who witnessed the tests were Secretary Herbert H. C. Frick, of the Carnegie Frick Company, one of the contracting firms; representatives of the Bethlehem Iron and Steel Company, also a contracting firm; Captain O. B. Brown, the famous English admiral; and Mr. D. M. Brown, superintendent of the armor department of the United States Navy. The tests were conducted by the Ordnance Bureau, Navy Department, and representatives of the press.

The party made its trip by invitation of Commodore Sampson, Chief of the Ordnance Bureau, in the tug "Tiger."

There were two plates tested, which were attacked by three projectiles each. The tests were for acceptance and for premium, it having been stipulated that if the plates resisted penetration under a certain prescribed velocity the makers should receive a premium of \$50 a ton, in addition to the contract price of \$150 a ton.

The first test was of a 9-inch plate 6 feet 4 inches wide and 2 feet 7 inches long—a sample of the side armor of the monitor Moundock. It was nickel-plated, weighed ten tons, and was made by the Carnegie-Frick Company, of Pittsburgh.

Three British projectiles, weighing 250 pounds each, were fired against it from a 12-inch gun, the muzzle being fifty-eight feet from the face of the target. The first projectile had a velocity of 1,400 feet a second at the moment of impact, and penetrated the plate and oak backing to a depth of 11.5 inches. The second projectile, with a striking velocity of 1,684 feet, went through the plate and three feet of oak backing, and lost itself in the earth against which the butt was built. The third projectile had a velocity of 1,436 feet, and penetrated plate and backing to a depth of 14.2 inches. The plate withstood the strain of the attack, no cracks being perceptible, and it fully met every requirement.

The second test was of a 12-inch plate 14 feet 6 inches wide and 10 feet 6 inches long—a sample of the armor of the battleship Oregon. It was nickel-plated, weighed 25 tons, and was made by the Carnegie-Frick Company, of Pittsburgh.

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A HARSH SLAP AT VETERANS.

SECRETARY CARLISLE'S STAND.

HE DEDUCTS FROM THEIR VACATIONS THE TIME SPENT AT GETTYSBURG.

GENERAL SICKLES AND KING PLEAD IN VAIN THAT THE OLD SOLDIERS MAY HAVE A FEW DAYS WITH PAY FOR PATRIOTIC OBSERVANCES ON THE BATTLEFIELD.

There have been many indications lately that those who are managing the present administration of the affairs of the Government have no sympathy or regard for the men who boldly and bravely went to the front at the time when the country was calling for volunteers to prevent a dissolution of the Union. These indications have been of no uncertain sort. They are as plain as words and action can make them. The veteran of the war, under some conditions, seems to be set aside and marked for bad treatment by those in authority. One of the most patent exhibitions of this was recently shown in the manner in which the men who fought at the battle of Gettysburg, and who happened to be employed in the New-York Custom House, were treated by the Secretary of the Treasury.

The State of New-York has expended several hundred thousand dollars in the erection of monuments to the various commands which played their parts in that memorable battle. The State Legislature, from time to time, has appropriated funds, so that now the position of almost every command which was engaged in the battle has been marked with a monument which will last for ages. Most of these monuments were unveiled and dedicated on July 4, 1888, but at that time the State monument had not been built. Since then, however, this monument, the finest and most artistic of all those in the National Cemetery at Gettysburg, has been finished. It is a monument which was erected to those brave men from the Empire State who took part in the battle.

The State Legislature last winter appropriated a large sum of money to pay for the transportation of the men who belonged to New-York State regiments or batteries and fought in that engagement to the Gettysburg battlefield, so that they could be there on July 2 last to attend the dedication ceremonies.

General Daniel E. Sickles was mainly responsible for the passage of the bill. He spent several days in Albany in the last session of the Legislature, and appeared before the Finance Committee of the Senate and the Ways and Means Committee of the Assembly to speak for the measure. He said that transportation should be provided for every Union soldier of this State who fought in the battle of Gettysburg, and from the battlefield, so that he could take part in the ceremonies of dedication. Every one who was interested in the matter was anxious that there should be a large attendance as possible. Some were more anxious for this than General Sickles, who was the chairman of the Gettysburg Memorial Association, as well as the chairman of the Board of Commissioners appointed under the act of the Legislature to have charge of the erection of the State monument.

General Sickles did all that he could to secure a large attendance, and among other things he wrote to John G. Carlisle, the Secretary of the Treasury, and asked him to allow the few employees in the Custom House who took part in the battle to go to Gettysburg for a day or two without deducting the time from their annual vacations. It is said that General Horatio G. King, of Brooklyn, made similar requests. Collector Hendricks approved the request, and forwarded it to the Treasury Department.

No word came from Washington until the day before the veterans were to leave the city for the battlefield. Then a message came over the wire which said that the veterans in the Custom House could have five days' leave of absence to attend the National Encampment in Boston and the dedication of the New-York State monument at Gettysburg, the time to be deducted from their annual vacations. This was something previously unheard of. Every former Secretary of the Treasury has allowed the veterans the time necessary for them to attend these affairs without taking it out of their vacations. The veterans in the Custom House did not believe at first that the telegram had been sent correctly, and they went to Collector Hendricks and asked him about it.

The Collector determined to be certain about the order, so he telegraphed to the Treasury Department and had the message repeated. It came back in the original form. In spite of the fact that they would lose their time on their vacations, many of the veterans went to Gettysburg. They left New-York City on Friday, July 7, and arrived at Gettysburg on Saturday, July 8, a holiday, and no business was transacted on Sunday, Monday, July 9, which was what was termed an "off day," and July 4 was a National holiday. The veterans who went to Gettysburg will find that three days' time has been deducted from their vacation.

In these small ways do the men who are managing the National affairs to-day exhibit their power.

THROWN FROM A BUGGY AND KILLED.

THE YOUNG CHILD OF MR. BARLOW, OF SING SING, THE VICTIM OF A FRIGHTENED HORSE—THE MOTHER'S CONDITION CRITICAL.

A serious runaway accident occurred on Monday night in Sing Sing, resulting in the instant death of a young child of Mrs. William E. Barlow, of Ellis Place. Mrs. Barlow, accompanied by her friend, Mrs. Nagle, and her child, started out for a drive to Croton, where they were to visit Mr. Van Courtlandt, at the old Van Courtlandt Manor. When the horse reached Sing Sing Hill, the harness broke and frightened the horse, which ran away, throwing those in the carriage with great force to the ground. In falling, Mrs. Barlow and her child struck a telegraph pole with such force that the child was killed. Mrs. Barlow received bad wounds on her face and head, and Mrs. Nagle was picked up in an unconscious condition and taken to the home of Mr. Barlow, in Ellis Place. Mrs. Nagle was not seriously injured. Mrs. Barlow, besides receiving wounds on her head, was also injured internally, and now lies in a critical condition at her home.

Mrs. Barlow is the wife of William E. Barlow, a prominent young merchant in Sing Sing, and was married to him a little more than a year and a half ago. She is the daughter of William H. Lockwood, of Tarrytown, where she is well known in society. Last night the physicians attending her had hopes of her recovery.

DRAGGED ALONG BY A RUNAWAY HORSE.

A YOUNG WOMAN IS THROWN FROM THE SADDLE, AND HER FOOT IS CAUGHT IN THE STIRRUP—THE ANIMAL STOPPED BY A FARMER.

Miss Josephine Pedell, of this city, who has been visiting her cousin, Mrs. George Carpenter, at Arverne, L. I., for several days, hardly escaped being dragged to death yesterday by a runaway horse.

The two women were out riding, when the horse ridden by Miss Pedell took flight at a passing farm track and dashed off toward the Boulevard toward Rock away. The young woman was thrown from the saddle by the animal, but her foot, unfortunately, was caught in the stirrup. She was dragged along the road a hundred feet, when the frightened horse was brought to a halt by Stephen O'Neill, a farmer, who drove his team across the road in front of him.

Miss Pedell, who was badly bruised, was rescued by O'Neill, who released Miss Pedell from her perilous position. She was badly bruised and cut about the shoulders and head, and her hand was dislocated. Fortunately, the road was of sand, and she might have been killed.

Miss Pedell was removed to her cousin's home, where a physician attended her. It will be several days before she will be able to use her foot.

THE BRAVE GUARD R. DURANDO.

PRaise FOR HIS HEROISM ON ALL SIDES.

ELEVATED RAILROAD OFFICIALS WILL INVESTIGATE THE CASE—SOME SORT OF REWARD PROBABLE.

The elevated railroad officials have not yet decided what action to take regarding the brave action of the guard who on Monday night saved the life of a passenger at the risk of his own. The guard, who declined to give his name at the time, was found at the station, Jersey City. He is a small man of slender build, apparently hardly strong enough to accomplish what he did. This naturally added to the bravery of his deed and caused his fellow-guards to treat him with the utmost consideration. He is rather a shy and diffident fellow, and they say he has not yet got over blushing at the praises heaped upon him. Warm commendation of his bravery was heard on all sides yesterday.

Colonel P. K. Hahn, general manager of the road, said last night that he could not tell what action, if any, would be taken by the company until he had fully investigated all the circumstances of the case. Durando, he said, being on duty at night, had been sleeping all day, and he had not thought it worth while to disturb him. Today he will send for him and get his account of the matter. Even if the reports were well founded he could not say what would be done. When asked if heroism was not a thing that should be rewarded, he replied by saying: "We'll investigate the case first."

In spite of his caution, however, Colonel Hahn admitted that the man's conduct, if accurately described, was worthy of praise. Further than this he would not go.

It can be no doubt, however, that he is secretly much pleased that praise instead of blame is awarded to one of his men. The guard need have no fear of his employers, and by the means of starting a pool of honor among the Manhattan Elevated Railroad employees. He will probably receive some sort of promotion, at the very least.

DENVER MUCH EXCITED.

Governor WAITE ADVISES AN APPEAL TO ARMS.

HE WOULD RATHER FIGHT THAN SUBMIT TO THE "GOLD BUG CONSPIRACY"—FREE COINAGE OF SILVER A NATIONAL RIGHT.

Denver, Col., July 11.—The Colorado Silver Convention today was both big and sensational. Coliseum Hall, the largest in the city, contained fully 2,000 people when the convention was called to order by President Merrick. Most of the day was spent in speechmaking. The Committee on Resolutions did not complete its work and an adjournment was taken until to-morrow morning. The sensational feature of the day was the speech of the Populist Governor, Walter Anderson, who said:

"If the money power shall attempt to sustain its usurpation by the 'strong hand' we will meet that issue when it is forced upon us, for it is better infinitely that blood should flow to the horses' bridles rather than our National liberties be destroyed."

He added: